

### FREQUENTLY CALLED NUMBERS

FIRE DEPARTMENT Fire Paramedics & Emergency91
MARINE DEPARTMENT Emergency Calls
POLICE DEPARTMENT Emergency Calls
GENERAL SERVICES DEPARTMENT Streets & Trail Maintenance644-306
PARKS, BEACHES & RECREATION DEPARTMENT Park Maintenance 644-308 Recreation Division 644-315
PUBLIC WORKS DEPARTMENT Engineering

Maintenance ...... 644-3011

Harbor Patrol ...... 834-3800

General Information......834-2000

CITY OF COSTA MESA......754-5334

CITY OF HUNTINGTON BEACH...... 536-5511

CITY OF IRVINE ...... 660-3600

### CITY OF LAGUNA BEACH ...... 497-3311

Defensive Bicycling Techniques

UTILITIES DEPARTMENT

ORANGE COUNTY

Sewer, Water & Street Light

Regardless of how right you might be, it is of little consolation if you are dead right. As a bicyclist, there are certain things you can do to keep yourself out of dangerous situations. These techniques of staying out of trouble by scanning and thinking ahead are known as "Defensive Bicycling Techniques

HOW TO TURN LEFT AND LIVE -In light traffic, turn from the far left lane, making sure you yield the right-of-way to oncoming vehicles, and turn only when it is safe. In moderate traffic, it is a good idea to make the two-stage left turn, by riding straight ahead to the opposite side of the intersection stopping, and, when the signal changes (or if it is an uncontrolled intersection, when it is clear and safe to do so), riding across the intersection and continuing on your way. In heavy traffic and at uncontrolled intersections, it is a good idea to make a left turn as a pedestrian - stop, get off the bike, walk it across both legs of the intersection, remount the bike and ride on.

NEVER CUT ACROSS DIAGONALLY — NEVER CUT IN FRONT

OF ANOTHER VEHICLE (ALWAYS YIELD THE RIGHT-OF-WAY).

2. RIGHT-TURNING VEHICLES

When you approach an intersection on your bike, be alert for cars driver of the automobile will not see you, or will assume you are turning also. Further, he may underestimate your speed and believe that he has completed his passing movement when he has not. If the vehicle approaching from the rear intends to turn right, slow down, if necessary stop, and let the auto make its turn and then proceed when it is safe.

3 DIRECTIONAL ISLANDS In a situation where there are corner islands, a dangerous situation may be present. With the right lanes of such an intersection free running — not requiring a complete stop before turning right — the cyclist has a choice: either he can change to the next to the farthest right-hand lane — one lane over — or he can stop at the stop line in front of the crosswalk, dismount and cross as a pedestrian RIGHT. LET THEM GO BY AND THEN PROCEED.

4. ACTUATED SIGNALS

Many signals have a sensing device which tells the signal controller that a vehicle is waiting to cross the intersection. Some of these detectors are sensitive enough to record a bicycle; however, most are not. If the signal time seems long, try pressing the pedestrian button for the direction you want to go. NEVER RUN A

### ROAD HAZARDS

1. STORM DRAIN GRATES One of the prime road hazards to the bicyclist is the storm drain grate. They are usually found in the gutter next to the curb, at or near corners, and often in the middle of a block. They usually look like the bars of a cage laid flat on the ground. Never try to ride over one — you may hook a tire and flip over. The bicyclist should ALWAYS be able to see where his tire is going and be alert to the "bicycle eating" storm drain grate. Always "scan" the road ahead, so that you can avoid hazards.

2. ROAD SURFACE Always be aware of the road surface, stay on the paved portion and look out for chuck holes, broken glass and nails, rocks and wood debris. If you hit such hazards with your tire, you can damage the tire, the rim, or, what is worse, be thrown off your bike onto the pavement or into traffic. If you must ride at night, make sure your

headlight illuminates the area of ground your tire will travel over.

#### THE BICYCLE: USE IT AS A VEHICLE

On City streets and highways, a bicycle moves with other traffic and therefore plays the role of a vehicle. A bicyclist upon a roadway has almost all of the rights, and is subject to almost all of the duties, applicable to the driver of a vehicle (V.C. Sec. 21200). Before you use a bicycle on a public street or roadway, study and know the rules of the road. You are required to adhere to State laws and City ordinances. You are subject to their

#### RULES OF THE ROAD

It is unlawful for any person to ride or operate a bicycle in violation of the rules of the road contained in the State Vehicle Code (V.C. Sec. 21200) and the City's Municipal Code.

RIDE WITH, NOT AGAINST, THE FLOW OF TRAFFIC -

Always ride as near the right-hand curb or edge of the roadway as possible, but be very careful when riding by parked or standing car. It could pull out into your path, or a door could be carelessly opened.

DON'T WEAVE - RIDE IN A STRAIGHT LINE -

Before turning, check for bicycles or cars that may be ready to pass you (V.C. Sec. 21658). Signal to ANY other bicycle or vehicle that may be affected by your change in direction.

Night bicycle riding is extremely dangerous and should be attempted with extreme caution. If you must ride at night, the law requires the

1. A white light visible from the front for a distance of 300 feet. 2. A red reflector on the rear, visible when lighted by the lower beams of an approaching car for a distance of 300 feet. A red light may be used in addition to the reflector if it is visible for a distance of 300 feet.

If you must ride at night wear light-colored clothing and arm and/or leg lights. The leg light is especially good because it moves with the body therefore attracts attention.

#### DON'T FOLLOW TOO CLOSELY -

Always keep a safe distance from the bicycle or vehicle ahead (V.C. Sec. 21703). Following too closely, also known as "tailgating," is against the

#### OBEY THE BASIC SPEED LAW -

California's "Basic Speed Law" says that you must never ride faster than is safe (V.C. Sec. 22350). This means that, regardless of what a highway or road sign may say, you must think of all conditions that may affect

These conditions include: the number and speed of other bicycles and cars on the road; the surface of the road - whether smooth or rough or graveled, wet or dry, wide or narrow, how far ahead you can see; also, persons walking on the roadway; and such things as rain, fog,

In business or residence districts of cities and towns, 25 miles per hour is the speed limit unless signs show other limits (V.C. Sec. 22352).

It is a misdemeanor to ride a bicycle while under the influence of alcohol and/or drugs. (V.C. Sec. 21200.5)

#### SIGNS, SIGNALS AND PAVEMENT MARKINGS

Highway signs and traffic signals tell you where you are and what to do. They also give information which will help you to stay out of accidents and keep from making mistakes.

Bicycle riders must obey highway signs and signals, just as automobile drivers are required to do, so it is necessary for you to understand what they mean. The following sections illustrate and explain these signs and signals.

# probably best to make a turn like WALK ACROSS

#### OTHER HAZARDS

FOLLOWING TOO CLOSELY

Another hazard which is extremely dangerous is following too closely to a vehicle or another bike. When you ride behind a vehicle, leave at least one car length for every ten miles per hour of speed. If you are following another bicyclist, never ride with your front wheel next to his rear wheel. Always signal your intentions well in advance and look to be sure it is clear before making any change

### REMEMBER - NEVER TAILGATE.

### Registration and Theft Prevention

No person who is a resident of the City of Newport Beach shall ride any bicycle upon any public street, sidewalk, alley, bicycle lane or path, or any other public property, which has not been licensed and which does not bear the appropriate license sticker. License stickers may be obtained at City fire stations, the police station on Santa Barbara Drive and at some local bicycle shops. The licensing agent will issue a license receipt upon issuance of the license. This receipt will list pertinent data relating to the ownership and description of the bicycle and should be kept in case of

Whenever any person sells, trades, disposes of or transfers a licensed bicycle, he shall endorse the license receipt with name, address, phone number of the new owner and along with the date of transfer deliver this shall apply for a license transfer within 10 days of the date he takes

Whenever a bicycle owner changes his address, he must notify the Police Department within 10 days.

The bicycle licenses issued by the City of Newport Beach are those supplied to the City by the State. The license numbers are assigned and registered with the State to make it easier for a stolen or lost bicycle to be identified and returned to its proper owner, so please LICENSE YOUR BICYCLE. Your license is your best insurance for return of your

The sure way of identifying a bicycle is the serial number stamped on the frame. Very few owners know their serial numbers and must rely upon the Police Department to furnish this information. The police can do this if your bicycle is licensed. There is a much better chance that your stolen or lost bicycle will be located if it is licensed.

### THEFT PREVENTION AND TIPS

To avoid having your bicycle stolen:

- License your bicycle.
- 2. Always lock your bicycle, even if you will be away from it only "a few
- 3. Put the chain through each wheel, the frame and the bicycle rack.
- 4. Be sure you use a good lock and hardened chain. Inexpensive locks have about the same effectiveness as no lock at all. 5. Report a missing bicycle as soon as possible. If it is found, the chances are it will be recovered within a day or two of its
- 6. Visit the Police Department to look for those turned in. Inquire as to where you can check, since viewing hours are limited.
- 7. If you find your own bicycle after reporting it missing. Contact the Police Department immediately.

### Bike Routes

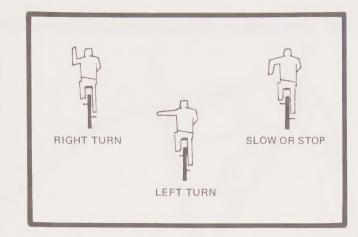
### LAWS AND RULES TO REMEMBER

1. YOU AND BICYCLE LANES, TRAILS AND ROUTES

a. By definition bicycle lanes have specific areas of the paved roadway surface reserved for bicyclists. Whenever possible, you should stay in the bike lane except when it would not be safe for you

# RULES OF THE ROAD

You must give a signal before you turn or change lanes. Turn only when it is



On right turns, stay in the right-hand lanes of both streets. Don't turn wide. On left turns you may move as close as practicable to the left-hand edge of the extreme left-hand lane or portion of the roadway lawfully available for your use to make the turn; avoid turning too soon and cutting the corner (V.C. Sec. 22100). However, it is suggested that the left-hand turn procedure described below be used instead. The diagrams show frequent turn situations. They are described as follows:

There are 3 ways to make a left turn. To determine which type of turn you

should use consider the following: 1 LIKE A MOTOR VEHICLE

Move to left lane next to center line; staying in that lane until it is safe to make the movement and then complete the turn. In light traffic, in residential areas, or in moderate traffic with directional islands, the automobile type left turn is OK but extreme caution must be used.

2. A TWO-STAGE TURN

a pedestrian.

Stay in the right lane and proceed across the intersection and halt. Make the second leg of the turn by proceeding in the direction intended when it is safe to make that movement. In that moderate traffic or in crossing major city streets, the two-

stage turn (2.) is probably best. 3. LIKE A PEDESTRIAN

Stop your bike at the corner, walk the bike across in the crosswalk. When it is safe to do so, complete the turning movement by walking the bike to the far curb. When it is safe, mount the bike and continue -If there is a lot of traffic, it is



to do so. REMEMBER, THAT YOU MUST NOT RIDE AGAINST THE FLOW OF MOTOR VEHICLE TRAFFIC

b. Bicycle trails are areas separated from the paved roadway surfaces. Extra caution should be used when you merge into roadway traffic from a bike trail.

c. Bicycle routes are streets where bicyclists share the street with motor vehicles. They are marked by signs but not pavement

2. LANE MARKINGS — PARKING RESTRICTIONS

a. Each official bicycle lane is designated by appropriate pavement markings and pole signs.

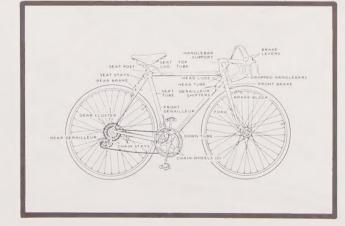
b. LEARN the new bicycle traffic signs . . . they warn the motorist of

greater bicycly traffic . . . they warn the bicyclist of heavy vehicular c. As a motorist, whenever you see any of the markings which tell you there is a bicycle lane on the street where you wish to park, be sure

to check when parking is permitted before leaving your car. 3. WHERE A BICYCLE LANE OR TRAIL IS DESIGNATED

 a. Where a bicycle lane or trail appropriate to a bicyclist's direction of travel is established, the bicyclist should ride in that lane or trail (or on the sidewalk, where sidewalk riding is permitted).

b. A MOTORIST IS PROHIBITED FROM DRIVING ON A BICYCLE LANE AT ANY TIME except to park where parking is allowed or



### The Bicycle as a Machine

1. REQUIRED FOR ALL BICYCLES

The law requires the following equipment specifications (V.C. 21201): a. No person shall operate a bicycle on a roadway unless it is equipped with a brake which will enable the operator to make one

braked wheel skid on dry level, clean pavement. b. No person shall operate on the highway any bicycle equipped with handlebars so raised that the operator must elevate his hands above the level of his shoulder in order to grasp the normal steering

c. No person shall operate upon any highway a bicycle which has been modified or altered in such a way as to cause the pedal in its lowermost position to be more than 12 inches above the ground. d. Every bicycle operated upon any highway during darkness shall be equipped with a lamp emitting a white light, maintained so as to

be visible from a distance of 300 feet in front of the bicycle. A lamp

emitting a red light, maintained so as to be visible from 300 feet to

the rear, may be used in addition to the rear end reflector.

From the lane nearest the right-hand curb, the bicyclist completes the turn, remaining near the right-hand curb. Never swing wide into a lane of traffic. Drivers must use maximum caution crossing a bicycle lane to be sure there are no bicycles proceeding straight through

#### SIDEWALKS, CROSSWALKS, AND CROSSING GUARDS

SIDEWALKS

1. RIDING ON SIDEWALKS -

As general rule, bicycles cannot be ridden on sidewalks except where signs are posted permitting the riding of bicycles on sidewalks. There are a limited number of these locations that are a part of the City's bike trail system

2. PEDESTRIANS, CHILDREN -

Whenever you ride on a sidewalk, remember to be very careful. The pedestrian has the right-of-way even if the sidewalk is a bicycle bicycles, scooters, and the like.

3. DIRECTIONS OF TRAVEL —

Unless the sidewalk is marked as a one-way bicycle path, you can you travel with traffic, not against It. Be sure to check for signs, and always use extreme caution when entering the roadway from the sidewalk. Motorists do not expect bicycles to come out of driveways, particularly at a high rate of speed. So, BE CAREFUL.

4. RIDE TO THE RIGHT -

Ride to the right to avoid confusion with oncoming bicycles.

Maintain a fairly slow speed on sidewalks. Motorists crossing sidewalks will not be expecting bicyclists nearby and you would not have the right-of-way unless you were walking the bicycle (V.C. Sec 21952). Also, children, animals, and adults are liable to step into your

PEDESTRIANS RIGHT-OF-WAY -

Pedestrians have the right-of-way at marked crosswalks as well as all intersections (unless they are prohibited), whether or not there is a marked crosswalk (V.C. Sec. 21950). Otherwise, you have the right-ofway (except for blind persons), but you still must be careful when a pedestrian is on the roadway (V.C. Sec. 21954). It is a good idea to stop for a pedestrian at any time he appears to be attempting to cross unless stopping might endanger you or the pedestrian. Do NOT pass a car or bicycle from behind that has stopped for a pedestrian (V.C. Sec. 21951).

2. RIDING IN CROSSWALKS -

When you ride, you are NOT a pedestrian. A bicyclist is NOT a pedestrian. You do not have a pedestrian's right-of-way privileges in crosswalks - and should not expect to receive them. Since motorists expect only slower moving pedestrians to step into crosswalks, they may be unable to avoid hitting a bicyclist who zooms into them from the sidewalk. For safety reasons, dismount before you use a pedestrian

Be sure to push the pedestrian pushbutton at intersections with signals. Bicycles will seldom activate sensors imbedded in the roadway, but not always.

CROSSING GUARDS

As a general rule, follow the directives of a crossing guard. Often they are present in a high risk area and their guidance should

You must obey State traffic laws, and City and County traffic ordinances. You must also obey all official traffic signs, signals and markings (V.C. Secs. 21100, 21461, 40000). Ride with, not against, the flow of traffic. Aside from this being the law, there is a very practical reason for it — SAFETY.

Never hitch rides on other vehicles (V.C. Sec. 21203).

A person propelling a bicycle a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto. (V.C. Sec. 21204). No person operating a bicycle upon a highway shall permit any person to

ride on the handlebars, (V.C. Sec. 21204) or anywhere except upon an

When a child is riding as a passenger on a separate seat attached to the bicycle, the seat should have adequate provision for holding the child in

place and for protecting the child from the moving parts of the bicycle. No one riding a bicycle on a public street or sidewalk should perform, or attempt any acrobatic, fancy or stunt riding.

You have to sit on the regular seat when using your bicycle (V.C. Sec. 21204). Do not ride it unless the seat is properly adjusted.

Bicycle riding on the playgrounds, in parks or on school grounds is allowed only on established paths or walkways unless permitted in other areas under rules and regulations established by the proper authorities.

Keep at least one hand on the handlebars at all times (V.C. Sec. 21205). You may not operate a bicycle or motor-driven cycle (any motorcycle, including any motor scooter, with a motor which produces less than 15 gross brake horsepower) on a freeway which has been posted with signs to prohibit such operation (V.C. Sec. 21960).

Bicycles: Headsets or earplugs - Bicycle riders are prohibited from wearing any headset covering, or any earplugs in, both ears. (V.C. Sec.

### THE RIGHT OF WAY RULES ARE:

1. INTERSECTIONS WITHOUT "STOP" OR "YIELD" SIGNS OR TRAFFIC SIGNALS -

If two persons (bicyclists and/or drivers) approach an uncontrolled ntersection from different streets:

-At the same time, the one on the left must yield the right-of-way to the one on right. -At a different time, the first one in the intersection should be

allowed to go ahead (V.C. Sec. 21800). If you are on a roadway and you see a bicycle or car crossing or beginning to cross it, slow down, prepare to stop, and let the bicycle or car go ahead.

2. When you are going to turn left, give the right-of-way to all bicycles or cars coming from the opposite direction on the same roadway close enough to be dangerous. Do not turn in front of somebody and expect him to stop. Make your left turn only when you can see clearly that it is safe. Look for bicycles or cars coming in all lanes you must cross. (V.C. Sec. 21801).

3. CROSSING OR ENTERING

If you are about to enter a highway or cross a highway from an alley or a driveway, a parking lot or similar place, you must yield the rightof-way to all vehicles and bicycles approaching on the highway (which includes the sidewalk) (V.C. Sec. 21804). Again, look carefully for all traffic in the areas you must cross.



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## -RECREATIONAL AND GROUP RIDES-

### RECREATIONAL RIDES

1. BIKE RIDES OR CLUBS

Organized group rides have become very popular. This activity is cost free and does not involve a great deal of pre-planning. However, the pre-planning and instruction that it does involve are extremely important to the success of the ride.

Bike Clubs are simply clubs whose members plan and take organized bike rides on a regular basis. All student bike clubs should have parent or other adult sponsors and adult monitors for each ride that is taken. If parents find that they do not have a littime to become involved in organizing such a club, local bike clubs should be contacted to see if they would be interested in sponsoring a club in your school. If that is not possible, check to see what rides the local bike club has planned and if your students could participate in those rides. Rides vary greatly in difficulty and length, and it may not be possible to have smaller children participate in all rides.

### GROUP RIDES

The following outline details how to organize a group ride and some of the

things to look out for in terms of safety.

Special consideration must be given to:

Ages of riders participating; the younger the riders, the more planning is needed.

b. Number that will participate in the ride. . Amount and type of adult supervision

3. ORGANIZING THE PARTICIPANTS

b. Stress the Safety Aspect.

d. Types of bicycles that will be used.2. PLANNING THE RIDE

Course Layout: A well-mapped course will help insure that all participants have a safe and enjoyable ride. a. The most important thing for the leader to do is to ride the course prior to the group ride, keeping an eye out for possible hazards.

b. The course should set up according to: (1) The type of bicycle that the majority will be using. (2) The amount of time it will take the slowest rider (age of

(3) Provision for rest stops (for filling stations, get permission). Plan the ride for low volume traffic periods. d. Remember, the average speed for a light weight bike with a young

a. There should be a meeting of all participants, at which time: (1) The requirements for the ride are presented. (2) Registration information is passed out and explained to

(3) A list of necessary items should be passed out.

c. Bicycle Inspection should cover the following:

(4) A mechanical inspection of bikes should take place

(5) Bike safety should be discussed and any safety information (6) Registration cards and Medical waivers requiring parental signatures are distributed.

Check to see that adequate tread is apparent and there are no physical defects that may cause failure.

Make sure that the chain is properly lubricated and adjusted (too much "slack" will cause the chain to come off the sprocket

4. GROUP SAFETY

5. RESPONSIBILITIES

Check to see that it is firmly attached and solidly placed in the post hole. (A good check is to pick up the bicycle by the seat.)

Check to see that they are securely tightened by wedging the front wheel in a corner of a room and trying to turn the handle

(5) WHEELS Check to make sure they are reasonably round so that they don't rub the frame. (6) CHAIN GUARD If the bicycle has no chain guard, the rider should obtain a "pants clip" or rubber band to avoid injury to garments and/or

(1) Riders should wear light, easily visible, clothing. (2) Pants with large "flares" (large bell-bottoms) should be avoided. (3) Light weight jackets (nylon) are advisable. Hats rather than

(4) Light weight shoes with good socks are a definite advantage.

The following are group techniques that should be practiced by all: a. Ride single file. b. Avoid "overlapping" wheels (tailgating often results in this).
c. Do not make any sudden moves — especially stops — without

signaling your intentions to those around you. d. Try to leave at least one bike length between riders. e. Point out such hazards as glass, dangerous grates, large rocks, railroad crossings, etc., so that those behind you will avoid them.

f. Obey trafic laws at all times. g. Special mention should be made of how to cross railroad tracks and what to do if signal traffic light splits up your group. Just because you are a group you cannot ignore yellow or red lights.

The leader assumes responsibility for the group: a. A full knowledge of the route and any unsafe conditions is a must.

b. Ride in front of the group and establish the pace (keep in mind the c. Keep track of your party.

Intersections can be dangerous. A monitor should supervise the group through intersections.

e. Decide deviations (if any) from original route. f. Assistant Leader - responsibilities:

(1) Ride in the rear — watching for: (a) Riders not following safety rules and endangering themselves and others. (b) Riders developing physical or mechanical problems. g. Monitors - Ride Within the Group:

(2) One of the monitors should be able to perform minor repairs such as flat tires, loose bolts, etc. (3) Should be capable of remaining with the individual who can't

(1) A specific number of riders should be assigned to each

go on. Never leave one member along the way. If the ride is very long, it is a good idea to have a vehicle such as a truck

accompany the group. A "SAG WAGON" will prove to be invaluable in

the event of injury, major mechanical breakdown; or inability to

Have riders carry an emergency telephone number and CARRY A



A Map of Bicycle Trails in Newport Beach & Vicinity

**BICYCLE TRAILS** CITIZENS ADVISORY COMMITTEE

